



Directorate General Monitoring & Evaluation
Planning & Development Board
Government of the Punjab



No. DGME/MTR/RA5-E/C&W /2022/04/ (2077)
 Dated: September 12th, 2022

To,

The Secretaries,

Government of the Punjab,

- 1) Finance Department
- 2) Communication & Works Department (Highways Division)

Subject: - MONITORING REPORT OF THE PROJECT TITLED "REHABILITATION OF ROAD FROM NAROWAL TO ZAFARWAL EXCLUDING CITY PORTION (LENGTH = 25.00 KM) DISTRICT NAROWAL"

I am directed to refer to the subject cited above

2. Kindly find enclosed herewith a copy of monitoring report of the project titled "Rehabilitation of Road from Narowal to Zafarwal Excluding City Portion (Length = 25.00 Km) District Narowal".
3. The project will be discussed shortly in forthcoming Monitoring Committee Meeting (MCM). Any comment/feedback can be submitted to DGM&E office.

A Zee
 12-09-2022
 (MUHAMMAD AZEEM)
 RESEARCH ANALYST

A copy is forwarded for information to the:

1. Member (ID), P&D Board, Government of the Punjab.
2. Sr. Chief (R&B), P&D Board, Government of the Punjab.
3. Chief Engineer (Central Zone), C&W Department, Gujranwala Division, Government of the Punjab, Gujranwala
4. XEN, C&W Department, District Narowal
5. Director Coordination, DGM&E, P&D Board, Government of the Punjab.
6. Director (Evaluation), DGM&E, P&D Board, Government of the Punjab.
7. Deputy Director-II, **Focal Person**, O/o Chief Engineer Highways (Central Zone), C&W Department, Government of the Punjab
8. PSO to the Chairman, P&D Board, Government of the Punjab.
9. PS to Secretary, P&D Board, Government of the Punjab.
10. PS to DG (M&E), P&D Board, Government of the Punjab.

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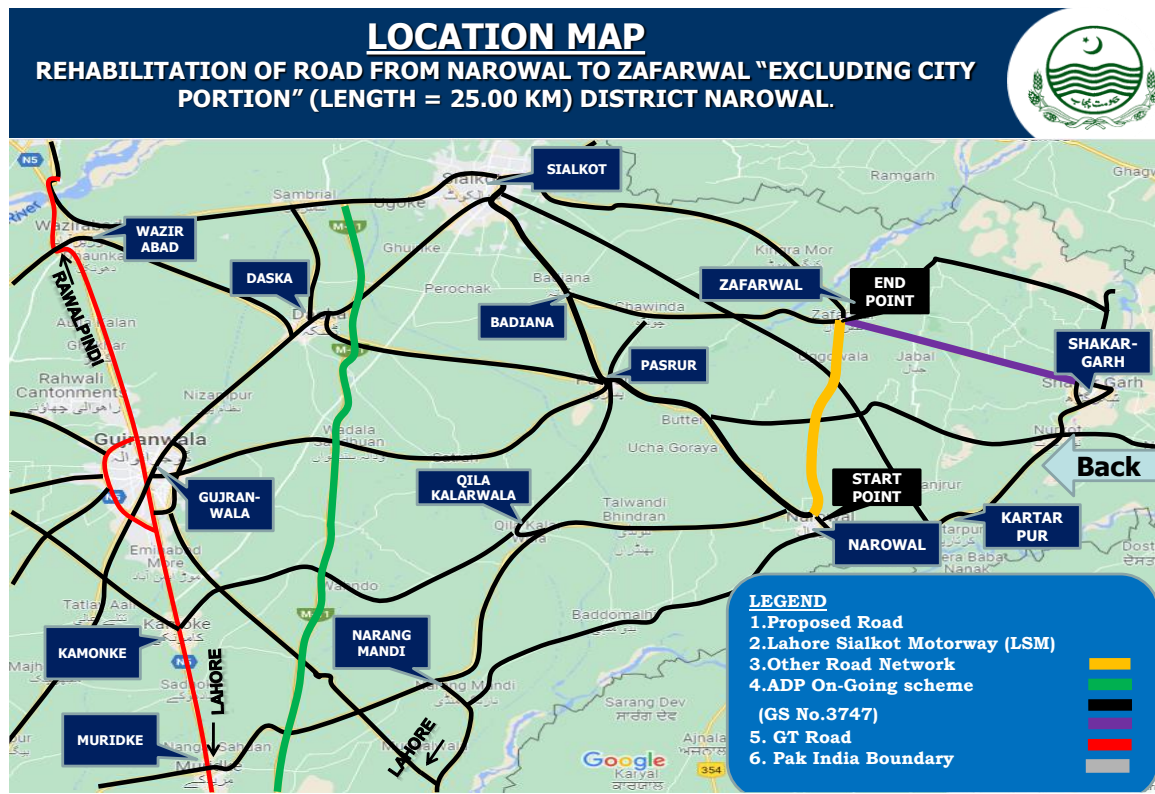
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Directorate General Monitoring & Evaluation
Planning & Development Board, Government of Punjab



**MONITORING REPORT ON THE PROJECT OF
REHABILITATION OF ROAD FROM NAROWAL TO ZAFARWAL
“EXCLUDING CITY PORTION” (LENGTH = 25.00 KM) IN DISTRICT
NAROWAL**



Directorate General Monitoring & Evaluation
Planning and Development Board
Government of the Punjab

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August, 2022

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ABOUT THE COVER PAGE

- The monitoring of the project will be conducted strictly on the basis of Monitoring Rating Index. The grading of Monitoring Rating Index will decide whether the project will fall in Red, Yellow, or Green category.
- **Green**: If overall Monitoring Rating Index of the project is above 70, the project is considered as **Within Defined Limits**.
- **Yellow**: If overall Monitoring Rating Index of the project is in between 35-70, the project is considered as **Need Consideration**.
- **Red**: If overall Monitoring Rating Index of the project is less than 35, the project is considered as **Critical**.

Within Defined Limits	Green
Need Consideration	Yellow
Critical	Red

MONITORING RATING INDEX					
Sr. No	Phase	Criteria	Maximum Point	Points Obtained	
P1.1	Planning	Feasibility Study (with respect to threshold of cost of Project)			N/A
		i	Yes	5	
ii		No	0		
P1.2		Stakeholders Involvement in preparation of PC-I			5
		i	Yes	5	
ii		No	0		
P1.3		Baseline Data in PC-I			5
		i	Yes	5	
ii		No	0		
P1.4		Scope Commensurate with Objectives			3
	i	Completely matched	5		
	ii	Partially matched	3		
P1.5	Result Based Monitoring Framework			0	
	i	Yes	5		
	ii	No	0		
P1.6	Project Justification/ Need's Assessment			5	
	i	Provided	5		
ii	Not Provided	0			
Points Obtained of Planning =				18	
A	Weightage of P1 Indicators	((Points Obtained/Total Points of Indicators) x 100)*0.2=		14.4	
P2.1	Execution	Formulation of Project Team and Organization (PMU, PIU, PSU etc.)			N/A
		i	Formulated	5	
ii		Not Formulated	0		
P2.2		Revisions of PC-I			10
		i	No Revision	10	
		ii	One Revision	7	
		iii	Two Revision	5	
iv		Three or more Revision	2		
P2.3	Availability of Documents w.r.t (Hiring, Procurement, Trainings, Tenders & Bidding etc.)			5	
	i	Provided	10		
	ii	Partially Provide	5		
iii	Not Provided	0			
P2.4	Internal Monitoring conducted by Department			0	
	i	Yes	5		

		ii	No	0		
				Points Obtained of Execution=	15	
B	Weightage of P2 Indicators	((Points Obtained/Total Points of Indicators) x 100)*0.3=			18	
P3.1	Performance	% Difference of Planned & Physical Progress				2
		i	lesser than 10%	10		
		ii	in between 10% to 20%	5		
		iii	Greater than 20%	2		
P3.2		Data Availability & Response of Project Authorities				5
		i	Provided	10		
		ii	Partially Provide	5		
P3.3		Availability of Quality Control Data				5
		i	Provided	10		
		ii	Partially Provide	5		
				Points Obtained of Performance=	15	
C	Weightage of P3 Indicators	((Points Obtained/Total Points of Indicators) x 100)*0.5=			20	

Planning 20%, Execution 30%, Performance 50%

Total (A+B+C)	52.4
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Overall Project Grading	Above 70	Within Defined Limits (Green)
	35-70	Need Consideration (Yellow)
	Below 35	Critical (Red)

1. Project Profile

Table 1 Project Summary

Project Title	Rehabilitation of Road from Narowal to Zafarwal Excluding City Portion (Length = 25.00 KM) District Narowal
GS NO.	2539 ADP 2022-23
Location	District Narowal
ADP Sector	Infrastructure Development
P&D B Sector	Infrastructure Development
Sub-Sector	Road
P&D B Member	Infrastructure Development
Sponsoring Ministry/ Agency	Communication & Works Department (Highways Division)
Execution Agency	Communication & Works (Highway Division)
Operation & Maintenance	Communication & Works (Highway Division)
PC-I Cost	1261.868 (M)
Administrative Approval	02-11-2021 (PDWP)
Actual Cost / Expenditure	313.942 up to July 2022
Planned Start Date	01-08-2021
Planned End Date	31-07-2024
Actual Start Date	24-12-2021
Actual End Date	23-12-2024
Gestation Period	36 months
Beneficiaries	<ol style="list-style-type: none">i. This road is main road important road which connects Tehsil Head Quarter Zafarwal (Tehsil Zafarwal) to District Head Quarters Narowal (District Narowal)ii. To facilities the locality of City Zafarwal, Dhamthal Town, Uggowala, Sahdhray, Tapiala Morr, Nonar, Sankhatra, Dhablywala Town, Sadowala & Narowal City.
% Financial Utilization	25%
PSDP	No

Focal Person	Mst. Sabba Afzal (SDO H/way Narowal)
Date of Site Visit	25 th July, 2022
Name of Contractor	M/s Imtiaz Ahmed
Name of Resident Engineer	M/s ES Consultants Pvt. Ltd.
Name of Design Engineer	Communication & Works Department
Project Life (Years)	10-Years

2. Project Objectives

The following was the major objective of the project (derived from PC-I document):

Table 2 Project Objective

Sr. No	Project Objective
01	The main Objective of the Project is to provide road 32' wide.

3. Major Deliverables & Procurement of Equipment/Items

Table below presents the results of physical verification of the deliverables as a part of the project.

Table 3 Verification of Major Deliverable

Sr. No	Description	PC-I Scope				Physical Progress Executed	% Physical Progress (Component wise)	Overall Weightage Average of Physical Progress %	Actual Financial Progress %
		Unit	Quantity	Rate	Amount (PKR in Million)				
A	ROAD WORKS								
1	Dismantling Road Edging	% Cft	23,304.00	650.75	0.152	21,609.00	93%	0.14%	25.00%
2	Dismantling Road Pavement	% Cft	1,142,780.00	2,044.15	23.36	957,350.00	84%	19.39%	
3	Scarifying	% Sft	752,563.00	319.00	2.401	628,176.00	83.47%	1.99%	
4	Compaction	% Cft	376,282.00	810.50	0.305	314,088.00	83%	0.25%	
5	Sand Filling	% Cft	1,106,934.00	1,881.05	20.822	921,760.00	74.23%	15.40%	
6	Earth Work	% Cft	1,399,027.00	10,801.18	15.111	-	0.00%	0.00%	
7	Relaying	% Cft	1,028,502.00	3,727.50	38.337	478,274.00	46.50%	17.60%	
8	Sub Base	% Cft	206,155.00	12,595.80	25.967	-	0.00%	0.00%	
9	Road Edging	P. Rft	158,222.00	45.35	7.175	-	0.00%	0.00%	
10	Base Course	% Cft	1,724,014.00	16,672.65	287.439	949,218.00	55.05%	15.80%	
11	Prime Coat	% Sft	2,143,680.00	1,177.55	25.243	603,000.00	28.12%	0.01%	
12	Tack Coat	% Sft	2,035,680.00	710.30	14.459	-	0.00%	0.00%	
13	Bituminous Carpet (2" thick)	% Sft							
	(i) ABC (2.5' thick)	% Sft	2,035,680.00	12,222.98	248.821	603,000.00	29.62%	72.15%	
	(ii) AWC (2' thick)	% Sft	2,143,680.00	10,405.62	223.063	-	0.00%	0.00%	

Sr. No	Description	PC-I Scope				Physical Progress Executed	% Physical Progress (Component wise)	Overall Weightage Average of Physical Progress %	Actual Financial Progress %
		Unit	Quantity	Rate	Amount (PKR in Million)				
14	Tuff Tile	P.Sft	245,344.00	131.95	32.373	-	-	-	
15	TST 67 Lbs	% Sft	606,931.00	5,389.66	32.712	-	-	-	
B	<u>ROAD STRUCTURE</u>								
16	2' Span Culverts	Each	15.00	599,487.00	8.992	-	-	-	
17	4' Span Culverts	Each	9.00	758,715.00	6.828	-	-	-	
18	4' Span (Widening)	Each	1.00	273,760.00	0.274	-	-	-	
19	6' Span (Widening)	Each	1.00	653,176.00	0.653	-	-	-	
20	10' Span (Widening)	Each	3.00	1,389,684.00	4.169	-	-	-	
21	Footpath Cum Drain (2.50' wide)	P.Rft	12,792.00	4,247.32	54.332	-	-	-	
22	Side Drain (2.50' wide)	P. Rft	20,139.00	2,958.76	59.587	-	-	-	
23	Retaining wall (8' height)	P. Rft	500.00	7,138.65	3.569	-	-	-	
C	<u>ROAD FURNITURE</u>								
24	Traffic Lane Marking	P. Rft	207,050.00	32.25	6.677	-	-	-	
25	Cat Eyes	Each	4,969.00	331.15	1.646	-	-	-	
26	Informatory Board	Each	30.00	6,944.00	0.208	-	-	-	
27	RCC Mile Stone	Each	26.00	6,677.25	0.174	-	-	-	
28	Sing Posts	Each	30.00	7,434.75	0.223	-	-	-	
29	Village Boards (Size 3x4)	Each	20.00	16,000.00	0.32	-	-	-	
30	Project Board (Size 6x4)	Each	2.00	21,000.00	0.042	-	-	-	
31	Replenishment of trees	P.Job	1.00	1,500,000.00	1.5				
	Shifting of Telephone Poles	P.Job	1.00	1,500,000.00	1.5				
24	Survey Mapping	P.Km	25.00	12,000.00	0.3	-	-	-	
25	Add 3% Contingencies				34.364	-	-	-	
26	Add 2% Consultancy Charges				22.909				
27	Add 5% P.S.T				57.272				

Sr. No	Description	PC-I Scope				Physical Progress Executed	% Physical Progress (Component wise)	Overall Weightage Average of Physical Progress %	Actual Financial Progress %
		Unit	Quantity	Rate	Amount (PKR in Million)				
	D/d Cost of old Material								
	(i) Old Bricks	% Nos.	188,762.00	6,000.00	-1.133				
	(ii) Old Bricks Bats	% Cft	9,321.00	3,000.00	-0.28				
	Total Cost				1261.86			11.31%	25.00%

4. Project Major Stakeholders

Following are the Major Stakeholders of the Project:

Table 4 List of Major Stakeholders

Sr. No.	Name	Designation	Department	Contact Nos.
01	Shabbir Ahmed	Executive Engineer	Punjab Highway	0304-4173054
02	Sabba Afzal	Sub Divisional Officer	Punjab Highway	0336-5552560
03	Syed Imran Ali	Sub Engineer	Punjab Highway	0304-5441952

5. Analysis of Project Expenditures

Detail of year wise releases and expenditures of funds is given in Table below;

Table 5 Year wise Financial Details

Year Wise Phasing	Allocation (Millions)	Releases (Millions)	Utilization (Millions)	Financial Efficiency	
				Allocation Vs Releases	Releases Vs Utilization
2021-22	313.964	313.964	313.942	100%	99.99%
2022-23	106.000	-	-	-	-
Total:	419.964	313.964	313.942		

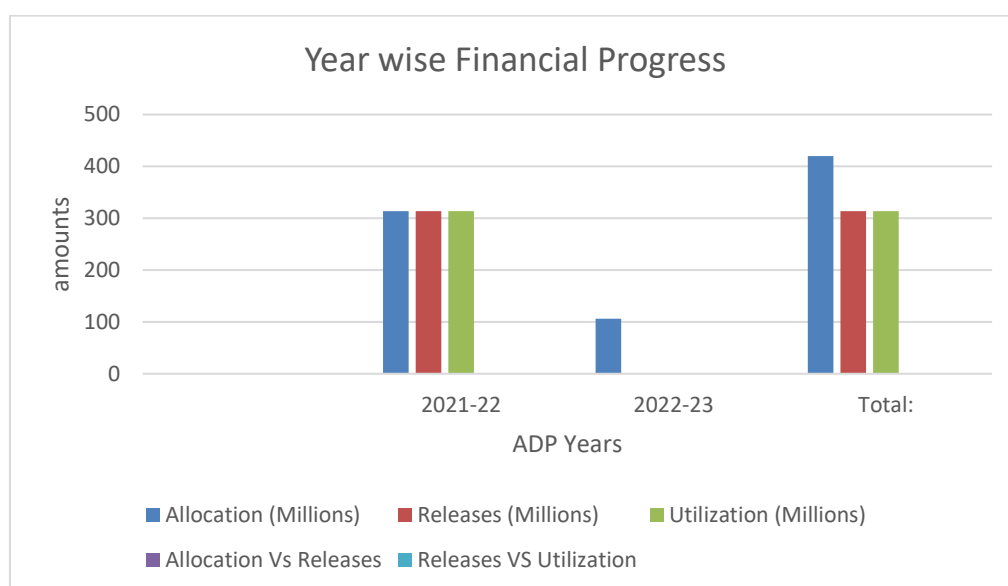


Figure 1 Year Wise Financial Details

6. Project Progress Analysis

The progress of the project with respect to its plan is given below:-

- Planned Physical Progress: 33.3%
- Actual Physical Progress: 11.31%
- Actual Financial Progress: 25%

Table 6 Project Progress Analysis

% Planned Physical Progress	% Actual Physical Progress	% Actual Financial Progress	% Difference in Progress	
			Actual Planned Vs Planned Physical	Actual Physical Vs Actual Financial
(A)	(B)	(C)	(B-A)	(B-C)
33.3%	11.31%	25%	-21.99%	-13.69%

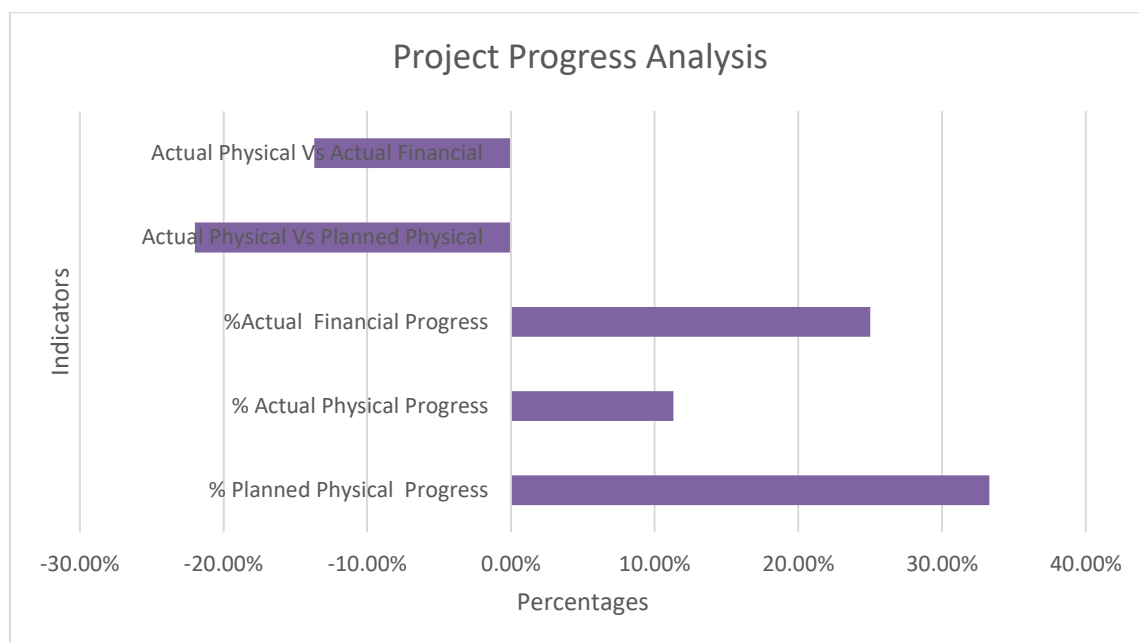


Figure 2 Project Progress Analysis

7. Observations:

Monitoring of the project had revealed some facts and figures about the project as per physical inspection and analysis shown in the Table 3. The observations regarding overall project activities are given in ensuing paragraphs: -

1. It has been observed that the project may be considered as Behind Scheduled due to variance in estimation of Planned Physical Progress and Actual Physical Progress. This tendency may effects the duration of the project cycle in a long run with cost escalation.
2. It has been observed that some portions of the roads were excavated for levelling process and some needed to be levelled up to the surface for symmetry in construction which is subject to the release of allocated funds for CFY.
3. It has been observed that there was indication of work in progress on the road side for safety of the commuters and machinery was deployed for working but no safety ribbons were hanged for perseverance of road material.
4. It has been observed that the carpeting of the road had been achieved to some extent due to non-availability of traffic deviation on alternative road. For this purpose, one side of road is firstly completed and one remains ready for commutation purposes.
5. The contractor had executed additional civil work with an outstanding liability on the department to be paid off periodically subject to the provision of required Financial Budget.
6. It has been observed that the completion of this road within approved gestation period and cost will make the commutation towards Zafarwal in an ease as this is the main junction road towards Zafarwal.
7. It has been observed that the shoulders of the constructed portion of the roads were not properly maintained besides the erection of tress on both sides. There is a special provision of replenishment of tress in the cost abstract which may be properly utilize for replacement with afresh afforestation. There were wild weeds grown on the side ways of the constructed portion of the roads which may deteriorate the civil structure in a long run.

8. Recommendations

To optimally realize the project benefits, following actions / recommendations on the part of sponsoring and executing agencies should be given due consideration. The rationale for the recommendations has been clearly explained and linked with the information collected in the Monitoring process. Recommendations about the project are given in ensuring paragraphs:

1. With Reference to Observation #1, the department may complete the project within the approved gestation period and cost to avoid the cost and time overrun.
2. With Reference to Observation # 3, the department may deploy the safety measures for safeguard of human lives and safety of workers as well.
3. With Reference to Observation # 4 & 7, all the remaining civil works may be completed within the approved gestation period and cost for sustainability of the road for adoption of proper O&M after the completion.

9. Photo Gallery



Figure 3: Monitor with Project stakeholders



Figure 4: A view of constructed single way road without maintenance of shoulders



Figure 5: Excavated Road for Compaction purposes



Figure 6: Work in Progress on the road



Figure 7: Indication of Precautionary Boards on the Road



Figure 8: A view of carpeted Road without maintenance of shoulders



Figure 9: A view a newly carpeted Road without Maintenance of Shoulders



Figure 10: Deployment of Construction Machinery at the site



Figure 11: incomplete Portion of road during site visit



Directorate General Monitoring & Evaluation
 Planning & Development Board, Government of Punjab

Name of the Project: Rehabilitation Of Road From Narowal To Zafarwal “Excluding City Portion” (Length = 25.00 Km) In District Narowal

Date : 25th July, 2022

HEALTH & SAFETY CHECK LIST				
Sr. No	Description	Yes	No	Remarks
1	Do workers have a safe route to their place of Work?	Yes		
2	Is the site fenced and secure so that the public cannot gain access?		No	
3	Area members of the public, such as people passing by the site, protected e.g. from falling materials, moving machines?		No	
4	Area traffic rules routes kept clear and are they well lit?	Yes		
5	Is the site tidy and well laid out?	Yes		
6	Are appropriate safety signs in place eg. Traffic routes, Deep excavations, PPE?	Yes		
7	Are welfare facilities e.g. toilets and canteen, adequate and are they kept clean?			Not Seen
8	Are First-Aid facilities in place and do workers know where they are?			Not Seen
9	Is appropriate lifting equipment Available for handling heavy loads, is it stable for the job, certified and inspected regularly?			No Certificate Shown
10	Are electrical systems and equipment maintained and frequently inspected by a competent person?			
11	Are workers Available with full body harness and fallen protective measures are there like netting, scaffolding platforms?			
12	Are excavation slopes properly maintained?			
13	Is there any induction plan and are the workers being inducted?			
14	I there any monsoon mitigation plan/strategy and being implemented?			

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